

# THE WAYFREIGHT GLR/TAMR

Volume V, No. IV

July-August 1974

From the Cab & Cupola.....!

Well, this is the last issue before our convention the 24th and 25th of August. I hope to see you all there.

For the first time since I became regional rep. of the GLR we are encountering financial problems. At first they simply made me nervous. Then our publisher, Doug Johnson, sent me a letter dealing with our publication costs. Now I am desperate. It seems we are in the hole. He also explained that the WF does not pay for itself anymore. \$1.00 for 6 issues a year is not profitable, in fact its downright depressing. We could easily cut down on the size of each issue from 4 sheets to 2 sheets and have nothing but business news, but I don't believe that should be done.

With the last two issues thirteen people's subscriptions ran out and only one has renewed when asked to. This is another factor contributing to our deplorable situation. I ask those of you who haven't renewed when you should have to do so now.

This will put off the inevitable dues increase. At the present cost per issue, an increase to \$1.50 is needed. (To put it simply, it costs us \$1.20 to print and mail the six issues that only cost you \$1.00.---pub.)

The GLR constitution states that dues levels will be set by the officers and approved by the members in referendum.

I ask you to think it over and return your ballot to me as soon as possible (bring it to the convention if you are coming). I will wait 2 weeks after this issue is mailed before I count the ballots. You will find the results in the next issue.

---Bob

#####  
OFFICIAL GLR REFERENDUM BALLOT

Shall the Great Lakes Region yearly dues be raised from \$1.00 to \$1.50?      yes       no

\*\*\*\*\*

This is the last issue for the following people:  
Bob Polasky, Art Mulligan, John Eull, Greg Robinson, Alan Tillotson, James Nawrocki, Lone Eagle Payne, and all persons who had a (2) or (3) after their name in the ~~March~~ April issue of the WF, that haven't paid yet. If you're not sure of your status, drop Bob a card. This is the last issue you will get!!

\*\*\*\*\*

### 1974 Convention: A Last Report

(If this comes too late, now you know what you missed!)  
We can just pick up all the loose ends here.

date: August 24,25

cost: \$4.00 registration fee plus train fare on the Rock Island from Chi. to Joliet and back.

#### schedule

Sat.: Leave LaSalle St. Sta. at 11:10 AM (meet at 10:45), for Joliet. Railfanning and lunch at Joliet. Return to Chicago, at 3:50 PM. Visit Charles Martin's layout in Evanston. Eat dinner (Burger King or equivalent) and go to Bob Sterner's house for NMRA tape-slides, member's slides, etc. (Transportation by private auto) The tape-slides are: How I run my layout, by Doug Smith; Decaling Equipment; and Building Realistic Scenery.

Sun.: Visit Proviso (CNW), Bensenville (MILW), and Schiller Park (SoC). At 1:00 PM visit Oak Park Soc. of Model Engineers layout. From there we can do more railfanning or end the convention, as the participants choose. (Transportation via private auto. Contact Bob Sterner or Doug Johnson on where to meet us.)

If there are any further questions, contact Bob Sterner or Doug Johnson by phone. (numbers below)

---

The WAYFREIGHT is the bi-monthly publication of the Great Lakes Region (GLR) of the Teen Association of Model Railroad-ing (TAMR). Yearly dues, including subscription to the paper are \$1.00. All GLR business is handled by the editor.

EDITOR: Bob Sterner  
1124 Potter Rd.  
Park Ridge, IL 60068  
(312)-692-2356

PUBLISHER: Doug Johnson  
4855 N. Paulina  
Chicago, IL 60640  
(312)-334-4882

## THE CHICAGO AND NORTH WESTERN RAILWAY IN CHICAGO

by Doug Johnson.

The purpose of this article is to describe the operations on the various C&NW lines in and around Chicago. This will probably be old beans to most Chicago area railfans, but others might find it interesting, so read on.

The operations on the C&NW in Chicago are really like two separate railroads: the excellent and extensive commuter operations, and the large freight business. These two operations are, for the most part, kept separated by the C&NW, and will be described separately here.

We'll start with the commuter operations. In case you didn't know it, the Northwestern has run just about the best suburban operation in the land since they began their modernization program in 1956. The double decker, push-pull cars, plus a positive passenger policy have given the road the only profit to be obtained from commuter operations anywhere in the country. In the black since 1963, the railroad nets about 2½ million dollars annually from their suburban trains. Approximately 100,000 passengers are carried daily on 200 trains, the largest commuter operation in Chicago and the third largest in the country.

All commuter trains begin and terminate in downtown Chicago at Northwestern Station. From there, lines fan out in three directions: North, Northwest, and West. The North Line runs together with the Northwest Line about 3 miles to Clybourn. (See map.) Most North Line trains run between Chicago and Waukegan, serving such North Shore suburbs as Evanston, Winnetka and Glencoe along the way. There are a few trains that go about 15 miles farther north than Waukegan, to Kenosha, Wis. On the Northwest Line, most trains run between Chicago and Crystal Lake, while a few make the longer trip to Harvard. A branch line to Lake Geneva, Wis. splits off the Northwest Line just before Crystal Lake. There are 2 through Chicago-Lake Geneva trains each way daily.

Now we get down to the West Line. This line is a little different than the other two in that the main yards and shops for the railroad are located on it. Just about all commuter trains are serviced at the California shops and stored at the 40th S. Coach yards. (Why these are called the 40th St. Coach yards I will never know, since they are a long way from 40th St.) Then there is the main C&NW freight yard at Proviso. All this, plus a commuter operation comparable to the other two lines means that this line is the busier of the three. As on the other lines, some trains run from Chicago-Geneva, but most trains run only to West Chicago.

Commuter trains are nice, but after the typical railfan sees about six dozens of them, he begins to ask himself: "Is this all there is? Doesn't the Northwestern run any freight trains?"

(continued over)

## CHICAGO AND NORTHWESTERN, cont'd

Yes they do, but not in the most seemingly obvious places. Practically all freight moves through the huge Proviso Yard on the West Line. This is fine for trains headed out on the West Line (i.e. to Clinton, Omaha, and other points west), but freight headed for Madison, Milwaukee, and other Northwest and northern towns must get up from Proviso to the Northwest and North Lines, respectively, in order to get to its destination.

The "Outer Belt Line", which runs from Proviso up around O'Hare Airport and then over to the North Line is used to bring the trains up from Proviso to the C&NW'S other two lines, intersecting with the Northwest Line near Des Plaines, at Deval, and the "Skokie Valley Line" near Northbrook. (See map.) You will notice that the "~~Skokie~~ Valley Line" is one of two C&NW lines going up to Milwaukee, the other being the passenger line, which runs closer to the shore of Lake Michigan. Up by Waukegan the two lines are connected and unit coal trains are run into the Waukegan-Kenosha industrial area. Outside of that, all freight goes on the "Skokie Valley Line", and commuter trains go on the other line.

Another interesting thing about the "Outer Belt Line" is that the Milwaukee Road runs a large number of freight trains on it from their main yards at Bensenville (just south of O'Hare Arpt.) to their mainline to Milwaukee, just west of the Northwestern's own "Skokie Valley Line". Thus almost all Chicago-Milwaukee freight travels on this belt line at one time or another. The reason the railroads like this "Outer Belt Line" so much is that it avoids "the jungle", as they affectionately term the inner city, and thus avoids a lot of the congestion, people on the tracks, bricks through the windows, etc. They also keep out of the way of the commuter trains this way.

Finally we come to the "Inner Belt Line". This runs from the C&NW yard southwest of downtown (not shown on map) to the 40th St. yards and shops, up to the Northwest Line at Mayfair Jct., and then northeast over to the North Line in Evanston. Somewhere on the north side of Chicago a single track line branches off and connects with the "Outer Belt Line" up by Northbrook. Traffic on these lines is about one train every four hours each way. I don't know this for a fact, but I think most of the traffic on this route is either interchange traffic with other railroad lines downtown or unit coal traffic with the ICG. One final thing to note on the C&NW in Chicago is that the commuter lines have only wayfreight service between where the "Outer Belt" joins them and downtown Chicago.

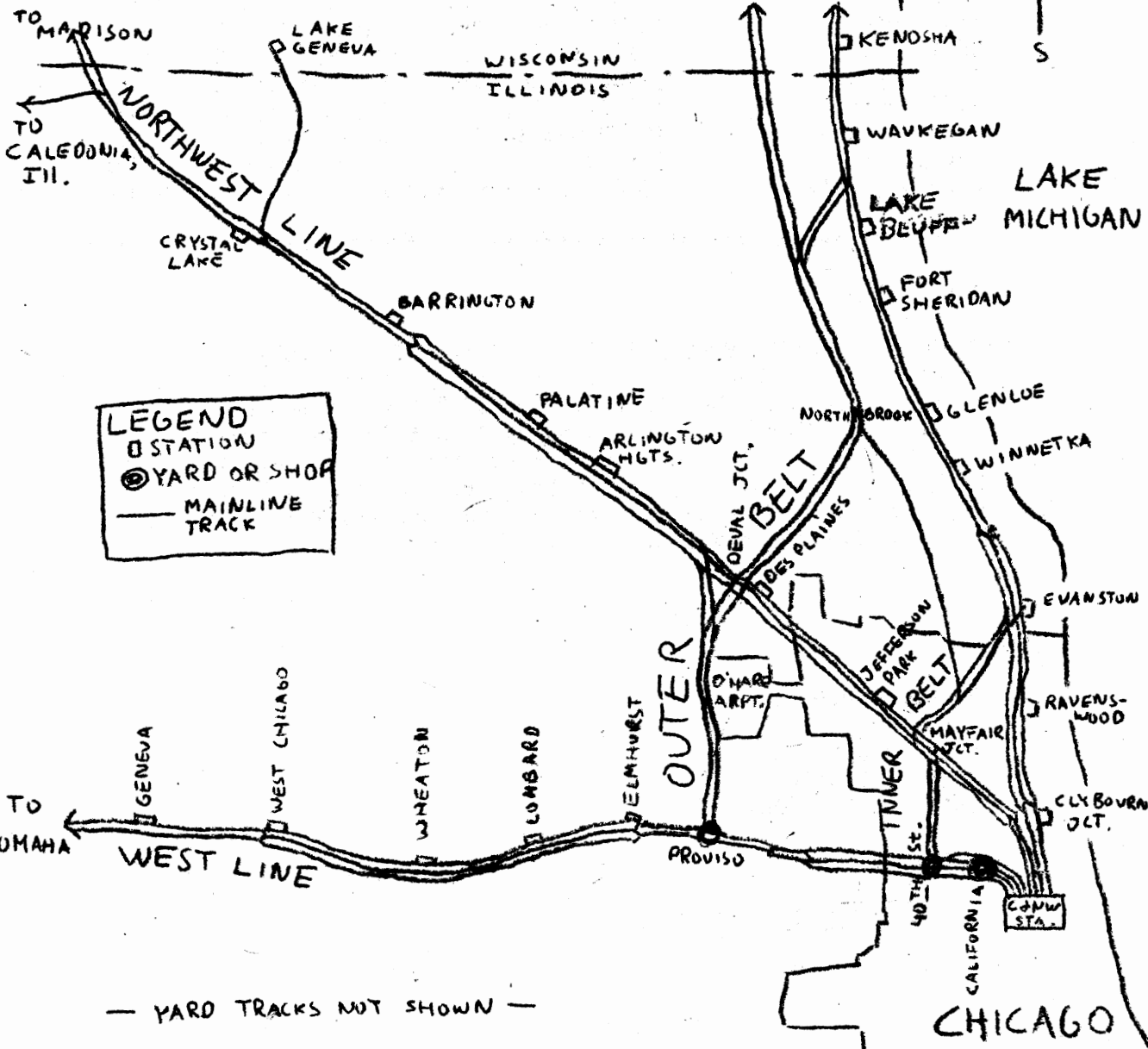
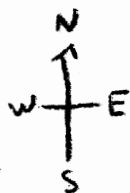
THE END

## RAILROAD NEWS

Not much this time, come on, if you happen to hear or read an interesting bit of news about your favorite road or Amtrak send it in!



- NOT TO SCALE -



**LEGEND**  
□ STATION  
⊙ YARD OR SHOP  
— MAINLINE TRACK

- YARD TRACKS NOT SHOWN -

SPREAD THE NEWS!

If you ever wondered who handles all the inquiries from people interested in joining the TAMR (all what inquiries?!), it is Lone Eagle Payne, a real veteran model railroader who enjoys helping kids. (He is a full blooded Indian, and hence his name) Every now and then, Lone Eagle sends a list of those who have inquired about the TAMR to the regions, so that they can contact these people directly. We are publishing the most recent list here so that you can write to them! That's right, if you notice an address here that is not too far from you, why not write them a freindly letter inviting them to join the TAMR and/or the GLR. The worst you could get is no reply, and who knows, you might make a new freind! Here is the list:

Terry Carroll	6199 Fitch Rd.	N. Olmstedm OH	44070
Ronnie Forte	2169 E. 69th St.	Cleveland, OH	44103
Ted South	1173 Ravenna Dr.	Kent, OH	44240
David Imes	1213 Frayne Dr.	N. Carlisle, OH	45344
Jon Kempner	32700 Ravine Dr.	Franklin, MI	48025
Jeff Knorex	111 Aqua Ct.	Royal Oak, MI	48073
Jerry Wesley	19629 Castle St.	Southgate, MI	48195
Rusty Carney	Box 52	Bloomington IL	61701
Dennis Merkle	15804 S. Homan Av.	Markhem, IL	60426

\*\*\*\*\*

RAILROAD NEWS

NORFOLK & WESTERN SD45 #1776 is in Chicago! The publisher nearly flipped when he saw 1776 on the point of the N&W commuter train in the single track N&W "station" south of the loop on Clark St. If you hurry down there you might be able to see it. If you're wondering what all the fuss is about, SD45 1776 is painted up in patriotic red, white and blue colors to look like a flag, and is touring the country for the US bi-centeniel celebration.

Return requested  
For: Turner  
Douglas Johnson  
4855 N. Paulina  
Chicago, IL 60640

FIRST  
CLASS  
MAIL